

AVIATION

The Oldest American Aeronautical Magazine

SEPTEMBER 14, 1925

Issued Weekly

PRICE 10 CENTS



The Shenandoah in flight

VOLUME
XIX

SPECIAL FEATURES

NUMBER
11

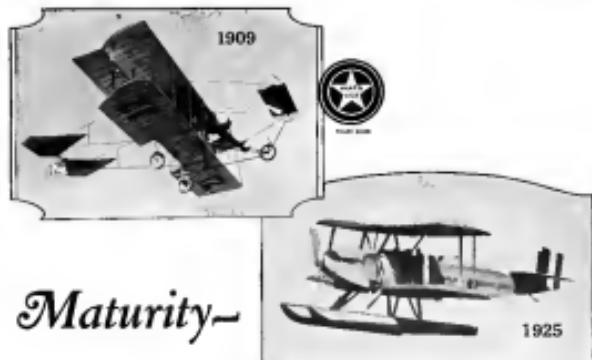
HAWAII FLIGHT
THE BOEING MAIL PLANE
THE SHENANDOAH DISASTER
COLONEL MITCHELL ISSUES STATEMENT

GARDNER PUBLISHING CO., INC.

HIGHLAND, N. Y.

225 FOURTH AVENUE, NEW YORK

Entered as Second-Class Matter, Nov. 22, 1920, at the Post Office at Highland, N. Y.
under Act of March 3, 1879.



Maturity—

LEADERSHIP in an art is not to be attained over-night. An organization must grow and mature, must formulate ideals and then form the habit of making its performance match with those ideals.

The Glenn L. Martin Company organization is matured. With sixteen years of experience behind it, it functions smoothly, efficiently, accurately. There is teamwork without lost motion, continuous forward progress and unvarying dependability in its product.

The purchaser of a Martin plane is safeguarded by this maturity of experience.



Please Write or Advertise, Please Mention AVIATION

SEPTEMBER 14, 1925

AVIATION

Published every Monday

CONTENTS

Editorials	.....	380	The Horning Mad Plane	.....	381
A. "Twister" Wrecks the Barnstormer	.....	381	Airports and Airlines	.....	382
FWD No 1 Lost on West Coast-Have not Flew	.....	382	United States Air Forces	.....	384
Cal. 250-dal-lit. Statements on Government Aviation	.....	384	Publisher's News Letter	.....	386

GARDNER PUBLISHING COMPANY, Inc., Publishers
GENERAL AND EDITORIAL OFFICES: 225 FOURTH AVENUE, NEW YORK
CABLE ADDRESS: AIRWORD
Publication Office
HIGHLAND, N. Y.

Subscription price: Four dollars per year. Canada, five dollars. Foreign, six dollars. Single copies ten cents. Each number 25 cents. Copyright 1925, by the Gardner Publishing Company

Issued every Monday. Form 201 for filing previously
Entered as second-class matter Nov. 21, 1920, at the
Post Office at Highland, N. Y., under act of March
3, 1922.



Contractors to U. S. Navy

Descriptive Booklet upon request

Scintilla Magneto Company
Sydney,
New York

Please Write or Advertise, Please Mention AVIATION

Success or Failure - -

of air transportation, as of all transportation, depends in the final analysis on the ability of the aircraft to transport:

SUFFICIENTLY LARGE LOADS
to provide the necessary revenue

AT SUFFICIENTLY HIGH SPEED
to have sufficient advantage over other means of transportation

AT THE LOWEST POSSIBLE COST
to attract business and make it profitable.

FOKKER

Commercial airplanes, based on 14 years' experience, of which the last 5 years were on properly organized airlines, provides the greatest possibility of success.



The FOKKER F7 *air passenger airplane*

Speed with Liberty engine 115 M.P.H.
Usual load 3430 lbs., carries oil
6 hours fuel, 2 pilots and 2100 lbs. pay load or
4 hours fuel, 1 pilot and 2000 lbs. pay load
Cabin baggage hold and luggage, 345 cubic feet
Quick take off—very slow landing speed

ATLANTIC AIRCRAFT CORPORATION

HASBROUCK HEIGHTS, N. J.

Manufacturers of Fokker Airplanes
"THE SAFEST IN THE WORLD"

When Writing to Advertisers, Please Mention AVIATION

L. D. GARNER, PRESIDENT
EARL D. ODESS, VICE PRESIDENT
L. D. WEISCH, TREASURER
George Newell, SECRETARY
Edgar A. Johnson, CHIEF ENGINEER

AVIATION

VOL. XIX

SEPTEMBER 14, 1925

No. 11

To the Aeronautical Roll of Honor

AMID the rapidly occurring aeronautical happenings of the first week of September there was no news that brought a sharper pang than that which added to the roll of honor of aeronautics the names of Commander John Rogers, Commander Eustachy Landowski and their aviation Naval companion. Commander Rogers was in a few days one of the country's aeronautical powers, having been one of the first of the Navy's officers to be detailed to study flying under the Wrights. Commander Landowski had the distinction of making the first nonstop flight in the B-34, of commanding the first ship that ever used helms and commanding the transatlantic flight of the Shenandoah, "the most extensive operations ever accomplished by an airship," to its last words. He was undoubtedly the most experienced ship's commander in our air forces.

The achievements of the other officers will be known, but those who have an accurate knowledge of the operation of all aircraft know that the officers are the best to give full credit to the enlisted personnel for the successful accomplishment of important missions. The men that made up the crew of the P39 No. 1 and the Shenandoah were the most expert specialists in the Navy in their work. The loss of such crews is almost irreparable.

The sadness that has been in the hearts and minds of the aeronautical world will be with those courageous fatalities that comes from a knowledge that the last words of those who are sacrificed in the cause of our progress would be, if they could make them known, the ever present sentiment of all progress—"Carry on."

Take Aircraft out of Politics

BODIES of experts will give their opinions as to the B-34 accident, reasons that caused the loss of the Shenandoah and the P39 No. 1, but no investigation will probably be made as to how much of these losses was due to the greatest danger to our air development—politics and propaganda. The political pressure that has been brought to bear on our air service for the use of government aircraft for propaganda purposes will, when it becomes known in the country and Congress, cause a reversal of feeling that will shift the majority from technical matters to what should be termed the old cause of ours—the manly aeronautical standards. The Army and Navy are publicly said, and can said, too good to let go, to spread propaganda that may have a disastrous effect on propagandists. When these effects start, we are in a race to spread more propaganda that fits in with unprincipled military and naval ideas.

The Secretary of the Navy, only a few hours after the airship had failed to the ground and before receiving any reports from a technical investigation, and when the whole country was horrified and appalled, used his statement concerning the week to spread propaganda for the old naval ideas. He is quoted as stating:

"In view of the experience of the Navy planes in the Arctic

expedition, the failure of the Shenandoah and the Shenandoah disaster, we have come to the conclusion that the Atlantic and Pacific are still our best defense. We have nothing to fear from strong aircraft that is not in this environment."

When the last trip of the Shenandoah is considered from this viewpoint, the ultimate responsibility for this great loss to the Navy may perhaps be better understood. The trip was originally planned to bring out the crowds while President Coolidge was visiting Monroe and create a favorable impression for the Navy and the Administration in the most doubtful section of the country, particularly. When the Los Angeles failed to make the trip at a time of year that airship experts knew was dangerous, the Shenandoah had to cover the middle west and visit Detroit with the hope that Henry Ford could be persuaded to build an airship hangar at Dearborn in replacement of his existing tower.

It can be stated with direct knowledge, not hearing, that Commander Landowski, who wanted to demonstrate the naval value of the Shenandoah with the fleet, the real purpose of the investment of over \$15,000,000 of public funds in the Lakehurst project, was so pressed by schedule made in Washington, to attend Boardman meetings in Miami, too hasty for anti-submarine propaganda and made the Western propaganda trip that he was disengaged. If the files of the Navy Department can ever make public by a Congressional investigation, the political pressure exerted to have the Shenandoah visit various sections of the country will be known. And then it can be determined how much of the time the only airship that this country had that could be used for naval uses was being used for propaganda purposes, and how much with the fleet.

The West Coast—Shenandoah Flight was planned, as everyone in the service knows to offset the impression created by the Around the World Flight. With the need for increased appropriations, some embarrassing achievement had to be planned before Congress met in December. Two airships were built at the Naval Aircraft Factory and one by the Boeing Company. The desire to have the government built airships get the credit of this longest non-stop flight ever made caused the Navy to have only ship protection and not protection from the air that would come from having three planes flying together as was done in the Round the World Flight. Certainly no one will believe that the delay of the day required to replace the engines in the Boeing plane would have impeded the success of the trip.

If the outrage that is caused as the result of an averaging of these experiences in the taking of aircraft out of politics, and stopping them now for propaganda, those who are looking forward to the coming of commercial aviation will feel that at least one lesson has been learned. The Air Mail carries only the mail, and less was the respect of the whole world. It lets the Army and Navy do their experimenting in races, political flights, and propaganda propaganda.

Donald W. McLaughlin, EDITOR
Vernon E. Clark
Edward P. Warner
Ralph H. Under
Eugene T. Allen
ADVERTISING DIRECTOR
CIRCULATION DIRECTOR

A "Twister" Wrecks the Shenandoah

Brokes in Three Sections but 28 of Crew of 42 Land Safely

The Naval airship, Shenandoah, met with an untimely end during the course of a protracted flight over mid-western states, ending in the morning hours of Sept. 3 when it was wrecked in a severe storm over the Ohio valley. The airship cast off from the mooring mast at Lakewood at 4:02 p. m. on Sept. 2 and headed westward into a north-easterly breeze. Cmdr. Zachary Lansdowne was in command of the vessel which had on board a crew of 42 men, and members of the Shenandoah staff. According to reports the crew had set out for the Los Angeles naval station up the West coast but which was abandoned. The itinerary lay over Pittsburgh, Columbus and Indianapolis, with a stop to make at South Field for fueling, continuing the voyage over Kansas City, Des Moines, Milwaukee, Minneapolis and St. Paul, and returning via Detroit, a number of Michigan cities, Toledo, Sandusky, and Cleveland, and coming back to Lakewood.

The flight was proceeding satisfactorily and at eight fall the ship was well out over Pennsylvania, having been reported passing Columbus, Pa., at 11:49 a. m. on Eastern Standard Time. She was last reported passing over Elm Grove four miles east of Wheeling, W. Va., at 1:45 a. m., and was heading due west toward the Ohio River. At 4:15 a. m. the latest news was received over Cincinnati, Ohio, when weather conditions were bad and there were Duster storms in the air. Nothing further is known of her whereabouts until at approximately 5:00 a. m. on Sept. 3 the stricken ship was completely wrecked over Lakewood, Ohio, and the surrounding district. It is apparent that while sailing in a wind and rain squall the ship fell into a sharp downward dip, striking the ground. The two main beams snapped a few feet in front of the forward power car and upper chord of it, behind the main bracing. The forward part, about 220 ft., or length of 200 ft., was suddenly converted to rise rapidly, shooting up at great velocity. At this moment the structural features extended and the completed section suspended below the rear part of the hull came completely adrift and with its full complement of weight and load, flew, nose down, into the ground, the ship still holding a sharp downward slope to completely wreck itself, striking the ground. Reports indicate that this second wreckage was immediately followed by the development of one of the power cars from this portion of the hull. The whole forward portion continued to rise helter-skelter through space for a period of about one year and several thousand ft. or more, subsequently coming to the ground, carrying over the ship's envelope.

The hubris ended and crumpled up completely, landing

splendid and safe out any likely conditions, for the Shenandoah had had two years of hard service in many and varied kinds of weather.

It would appear that, with little warning, the airship was enveloped in a gust of great violence. She was flying probably at maximum speed and at an altitude of approximately 2000 ft. when, entering a vertical current, she was immediately forced up two or three thousand feet, which maneuver was rapidly followed by a descent quite as drastic. The vessel was then caught in the tailwind or cross-current and began to spin uncontrollably. The streams were too great to be visible by the beams of the craft and she broke, as circumstances would, into three parts, the front going up and the rest remaining down. The breaking of the frame pulled out the supports of the control and radio car and it fell two thousand feet with seven dozen and one. So far as the reliable accounts give details, the radio machine up in the sternpost section gave drifts, the radio machine up in the sternpost section

was still operating a few feet in front of the forward power car and upper chord of it, behind the main bracing. The forward part, about 220 ft., or length of 200 ft., was suddenly converted to rise rapidly, shooting up at great velocity. At this moment the structural features extended and the completed section suspended below the rear part of the hull came completely adrift and with its full complement of weight and load, flew, nose down, into the ground, the ship still holding a sharp downward slope to completely wreck itself, striking the ground. Reports indicate that this second wreckage was immediately followed by the development of one of the power cars from this portion of the hull. The whole forward portion continued to rise helter-skelter through space for a period of about one year and several thousand ft. or more, subsequently coming to the ground, carrying over the ship's envelope.

The hubris ended and crumpled up completely, landing



Photo by Ray Nease from P. & A. Photo

THE FORWARD SECTION. This section, after the control and radio car fell, levels at rising 120 about 220 ft. from the nose. There were six of the gas cells in the section which enabled it to drift as a free balloon with seven of the crew, including Col. Charles Hall of the Air Service.



THE LEFT SIDE OF THE REAR SECTION OF THE SHENANDOAH WHICH FELL NEAR AVIA. This view was taken toward the direction from which the accident descended. The view (left) is the side of the rear, indicating where one of the forward engine cars fell. The view (right) is the view of the rear engine car, and engine car still when it became detached from the forward section. Note how the rear section fell, having only a small portion of metal. This picture shows the rear section after it had been landed by the control car, the rear engine car broken and two found in a broken shoulder power car was the second part. The section contained the gas cells of the bottom half of the body that held the Shenandoah, one of which can be seen to still lie under the wings.

313

near the control car. It, however, took three consecutive safety, only one being slightly injured. The other twelve itself rolled down the hill over a corn field and eventually came to rest in the safety banisters, precipitating seventeen members of the crew, who had been fortunate enough to manage to drag themselves to safety. The portion of the stricken vessel had still partially filled with hydrogen and exploded, sending flying the frames of these sections of the ship. In its passage over the surrounding trees before finally coming to rest, the rear power car was completely and wholly except away from the head of the hull and was found to be a perfect wreck. The condition was similar to the major wreckage of the rear part of the stricken vessel. The rear engine of the rear part of the stricken vessel, which was attached to the rear section, was detached. It could appear certain that this engine, at least, was not running at the time of the fall, it being previously either purposely stopped at the impact of the accident or put out of action by the detachment of the gasoline lines as a result of the major fracture.

The crew on the ground about the ground about a mile away from the wreckage of the stricken vessel came to rest at a spot between these two, one of the passengers, which fell away to the rear, crawled and like the control car was rendered a complete wreck. There was no fire or explosion whatever during the accident and the complete absence of this must be put down very largely to the use of helium gas in place of hydrogen in the hull of this airship.

In regard to the cause of the accident and what actually happened, the log of the flight together with the meteorological

report for that part of the flight immediately preceding the accident, supply the most reliable information. The following is as extract of that part of the log pertaining to that last flight of the Shenandoah —

"2:30 p. m., Wednesday, Sept. 3, 1925.—Shenandoah radio operator made last test and found to be O.K.

"2:45—Secretary of the Air Force and additional members of crew added to take up balloon space.

"2:50—Officer in charge of supplies and equipment reports that everything is in readiness.

"2:55—Commander, Pensacola, boards ship and orders get-ready preparations.

"2:58—Final test of ship and O.K. stamp of approval given all departments.

"3:00—Ship released from mooring mast and glides into the air, and as systems are turned on, are found to be working smoothly and ship starts westward course."

The log continues as follows:

"Pensacola high over Philadelphia near base of lights in streets below, beautiful afternoon, everything running smoothly, crossed Delaware River at height of 6000 ft. Bonni goes with us, with the exception of the meteorologist, who is left with the ship. We are now in the mid-Atlantic region, off Nantucket, Mass., village is on 3073 meter survey base with further, wave 993 meter length. Visibility dim. Gliding speed, schedule 5500 ft.

"3:45—See Laurel Mountain ahead and gain height to cross them; beautiful country below, lines of automobiles



Photo International

THE REAR OF THE WHEELS. The service test plane after impact before the fuselage was recovered, piled up and sank the instant upon. Eyewitnesses report that the forward wheel collapsed under the pressure of the impact.

(center) on the horizontal and vertical steering controls can be seen from the wire.

responsible for the very rapid increase in altitude of the ship as revealed by the barograph. Such violent motion imposed upon the ship would undoubtedly set up a very severe vibration in the ship's hull structure and could, if the structures were not strong enough to withstand such forces, cause a complete disintegration of the hull. It is not known just what actually did happen to the *Hornet*. Furthermore, a rise in altitude of the order of 3000 ft., which, from the barographs record, appeared to take place, would necessitate the escape of a very considerable amount of gas from the bags within a very short space of time.

Location Commander Roosevelt, the ranking Naval officer after the wreck, gave the following account of the wreck:

"I went on duty at 3:00 a. m. to relieve Lt. Comdr. L. C. Shultz, commanding officer. We had been on a long haul between Rydeval and Cudgeridge. Weather conditions were bad. There was lightning and squalls. Although we had all engine power, we could make no ground speed. The storm struck upon us from the northeast. We tried to turn south. Then the low squall hit us. It lifted us from an altitude of 3,000 to 4,000 ft., where we rolled the ship for a few moments, only to be taken up again for another of 1,000 ft."

The vertical current was so strong that it carried the ship seawards in spite of an 18 deg. inclination of the side of the ship.

"We remained below through the long night, expecting the ship to turn the corner. We had dropped overboard all water and I had started from the control at the ship to the heel in an effort to lessen vibration [sic]."

Heavy Fatal Crash

"All the recent there was a crash. I heard the stern crashing and saw the nose of the ship parting from the central compartment. A second later I heard another crack, which must have been the central ship letting the ground. It was in this instant that Commander Roosevelt and the officers were lost."

"The nose of the ship started across country at about 25 m.p.h. speed, breaking trees and a house or two. We landed the nose as it was a few hundred and landed safely at Bharana, twelve miles from the place where the central ship dropped."

"Murphy was forward in the nose and was injured when he was suddenly overthrown."

"Those with me in the nose of the day were Col. G. H. Hall, United States Army observer; Lt. W. G. Mayr, Lt. J. B. Anderson, Chief Mechanic's Mate Huldraffin, Chief Machinist's Mate Shrestov and J. P. McCarty, aviation chief engineer."

The following is a list of the dead in the *Hornet* disaster:

Commander Edward Landwehr, Greenfield, Ohio.

Lieutenant Commander Louis Hamrick, Austin, Tex., executive officer.

Lieutenant J. B. Lawrence, St. Paul, Minn., watch officer. Lieutenant E. W. Sheppard, Washington, D. C., engineer officer.

Lieutenant A. H. Houghke, Allentown, Penn., watch officer.

George C. Schatzke, Tuckerton, N. J., sheet metal man. James A. Moore, Jr., Tuckerton, N. J., aviator machinist mate, first class.

Eugene F. Allin, Grinnell, Iowa, aviator chief engineer. Charles T. Johnson, St. Louis, Mo., aviator repairman. Harlan L. Woodward, Lowell, Mass., aviator machinist's mate, first class.

William H. Spindley, Terre Haute, Ind., machinist's mate, first class.

Charles H. Brown, Town River, N. J., aviation machinist's mate, first class.

John P. McCorley, Freehold, N. J., aviator chief engineer. Oliver Cole, New York, N. Y., aviator.

James W. Culham, Highland Park, N. Y., aviator pilot, recently engaged.

John F. McCarthy, Freehold, N. J., aviator chief engineer. Oliver Cole, New York, N. Y., aviator.

James W. Culham, Highland Park, N. Y., aviator pilot, recently engaged.

John F. McCarthy, Freehold, N. J., aviator chief engineer. Oliver Cole, New York, N. Y., aviator.

James W. Culham, Highland Park, N. Y., aviator pilot, recently engaged.

John F. McCarthy, Freehold, N. J., aviator chief engineer. Oliver Cole, New York, N. Y., aviator.

James W. Culham, Highland Park, N. Y., aviator pilot, recently engaged.

John F. McCarthy, Freehold, N. J., aviator chief engineer. Oliver Cole, New York, N. Y., aviator.

James W. Culham, Highland Park, N. Y., aviator pilot, recently engaged.

John F. McCarthy, Freehold, N. J., aviator chief engineer. Oliver Cole, New York, N. Y., aviator.

James W. Culham, Highland Park, N. Y., aviator pilot, recently engaged.

PN9 No. 1 Lost on West Coast-Hawaiian Flight

Commander Rodgers and Crew of Four Disappear
after Flying 1600 Miles

great seaplanes must make open the surface before they return sufficient room to land in the air.

Army planes from Great Field dropped and landed about the coast near Honolulu before the flight began. When the last Army plane was into the air the Army planes fell in line behind them and waited until they were safely out to sea.

The official weather report, valid in the time just before the great engines started, whenever removed them with the message:

"Army plane from Great Field dropped and landed about the coast near Honolulu before the flight began. When the last Army plane was into the air the Army planes fell in line behind them and waited until they were safely out to sea."

An hour after leaving the water the planes were flying easily, at a height above 500 ft. and had established radio communication with shore stations. At 5 o'clock they were in communication with the *Wheeler* float. The planes were then clearing their burdens.

Weather Favorable

The United States Weather Bureau issued a forecast of favorable weather for the flight for the whole duration of the flight. "With a distribution of considerable intensity in developing near Dutch Harbor, Alaska, it is not expected to move southeast, and the gentle head winds which made desired flight project."

The other ship *Gannet* was anchored in San Pedro Bay for the start of the flight. Among her crew were Capt. Adm. William A. Shultz, chief of the Bureau of Aeronautics at the time Capt. George E. Moore, who has been placed in command of the Battle Fleet, who has been designated to the Navy Department as commander of the Hawaii

flight project.

The take-off was arranged so that there were no chronic thousands to wait the flight proceeded on their journey. Early birds were given a chance to get away first, and the party followed San Pedro Bay to make sure that no birds were present to interfere with the long straightaway drift that the



Photo International

The PN9 No. 1 in flight. This seaplane was designed and built at the Naval Aircraft Factory. It held the world's record for the distance over water.

AIRPORTS AND AIRWAYS

Cleveland, Ohio

Friendly and enemies will be delighted to learn that my nation was attacked by an attack of lice. My friends will rejoice that I was afflicted the peculiar mental and physical distress, while my enemies will derive satisfaction from the thought that I looked most confoundedly. My sole reason for reporting this situation is to know that a little happens to the friend of others. At least we are all one now, and we are all in the same boat. I am not surprised that no year or aviation has functioned without my development and left me in a simple and childish state, unadjustable to the demands of childhood. Next summer I may sustain whooping cough and the crew.

In response to the suggestion of President Coolidge of the H. S. A., that a week in August should be Aviation Week, Cleveland Chapter has done much to stimulate interest in aviation, and the public has responded with 85 new members. One of the new members is not, let us hasten to add, George D. Hix who has had in Common Pleas Court a taxpayer's suit seeking to enjoin expeditory by city officials of \$12,500,000 for the Municipal Airport. Mr. Hix feels that he will be a taxpayer would be paid over next month.

Cleveland Chapter will have charge of certifying the members of contestants in the First Tim Cope Test of the time they arrive at and leave the Cleveland Airport. If they serve some day when the factors are short down they will be able to use our big city, during the week chosen names beneath a smoke screen even more easily than the Long Last of Elitch Springs, N.W.'s Cox-ham.

Devotion to duty in the face of tremendous odds must be rewarded. E. R. Roscoe, a Needles Dispenser at the Glenn L. Martin plant, confined to hospital for a month, Roscoe was subsequently reported absent without leave, with the natural result that his pay stopped sharply. That is stop to work, but it is one of the most social catastrophes that can happen to a man.

Some, granted, could pay a stop to work, but Roscoe was so deeply in debt he had to start working again within a week. Officers and personnel will be summoned after the election of directors which will take place Oct. 2. The company is entirely free of debt and has assets of \$300,000.00 in hand, buildings, equipment and engineering.

Workers that the Los Angeles way to be used for night transport from Canada to Cleveland are astounded as fast. It is stated that the present speed boats are bringing in all we can drink, and quite cheaply too.

In his June notes from the Cruise of Culture, Porter Adams reported that the air services between the Bahamas and New York was not running. The old form, he said, did not seem the same without the Ordeals. Then, owing in July, he wrote only that service was resumed. He said the formers in those parts failed to watch the progress of the Ordeals, and so the course and price have changed. Yet, seen in August, Porter repeats the services discontinued. Poor old Porter! He hoped it "would be soon resumed," and in his print outfit an adjective with open shade of John Harvard! That hath ambition underlined a noble character! (Note) This joke will be explained to Akron readers by Professor Maxon of Good- years!

Cincinnati, Ohio

The Dixie Aircraft Co. has been formed here with a capital of \$50,000. One building is completed and three more will be started in a few weeks. The first plane will be built after November 1. The first flight will be made around Sunday which will be used after April 5, 1926. The company's president assumes the present lease, which presents immediate problems.

Three types of planes one, two and three place will be manufactured for those of which are now in market. The company's president is J. T. Jones. Walkerville, formerly light power plane of 26, 34 and 42 hp. will be used.

Officers and personnel will be summoned after the election of directors which will take place Oct. 2. The company is entirely free of debt and has assets of \$300,000.00 in hand, buildings, equipment and engineering.

St. Louis, Mo.

Ben Hause has gone to Chicago for one or two weeks in a clipping wing Standard. Ben Dwyer went to Troy, Mo., during the week. Steely Endow bought an Orville from Edmonson Aircraft Corp. and flew it to New York. He also ordered a 200 Standard which will probably be delivered next week. Tom McNamee is still working on his Cope. He plans to finish it before Christmas.

New Orleans, La.

Ed. M. Gossman, director of the postal facilities committee of the field connected with George A. Hess, which is located below Algiers on the Belle Chasse highway, will be used by the Vanderbilt Air Lines, which is to be in operation by Christmas between Atlanta and New Orleans, according to an announcement. "The field is the only one ever developed by the New Orleans Airport Committee," the president of which is L. A. Souza, adjutant general of Louisiana, and a \$5,000 fund is being raised by the commission for this purpose." The field is 3100 ft. square and is "35' wide." From the New Orleans post office:

"One has will have nothing to do with the Chicago and the New York field, and the community benefits by the non-existence of the Association of Commerce."

Plans for the initiation of this has well under way. Postmen at Jackson, Vicksburg, Memphis, St. Louis and Chicago have been asked by Postmaster General to join with New Orleans in an application to the Postmaster General for a call for bids for the establishment of a New Orleans-Chicago air-

September 14, 1926

AIRPORTS

mail route. The first reply was recently received from the Jackson postmen, who advised he was passing on the New Orleans application, and gave assurance of a good quantity of mail to come as rapidly as possible. The other cities, or those other cities along the proposed route, Postmaster General if yes said, will make a formal application to the Postmaster General for bids.

The bid will be awarded by the government to some service which is reliable. On the site where the government will require two ends, the cost of the land will be added to the amount which will receive eight, according to the Association of Commerce. "Two air mail lines" the Association says, "were assumed for New Orleans."

A new air company was recently issued in New Orleans known as the Allaire Air Service. The company maintains a flying school at the 10th Street, Harrison streets and holds meetings at the 10th Street, Harrison streets. The club has a standard photography and produces a flying school. Lee Mason and Billy Roosa, the latter a former member of the Gatsby Flying Corps, are the pilots.

A flying circus is held over the company's field each Sunday afternoon. Flying, walking, leaping, and other stunts are "piled" on the audience of the 10th Street, Harrison streets. No entrance fee is charged. The camping ground is to record business after establishing itself in New Orleans. Three Standard planes are operated out of the many flights made, not a serious mishap has occurred.

Miss Eleanor McClelland, a New Orleans girl, is in the city's first airplane to take up avocation and make her mark. She has started to learn to fly at the 10th Street, Harrison Field. Her father, Captain W. H. McClelland, is a Standard pilot. Miss McClelland's father also has his own plane which he uses for business and pleasure trips.

The New Orleans Model Aeroplane Club after being dormant for the past five months, has resumed its activity. A meeting is to be held in October at the 10th Street, Harrison Field. The club is reorganized and a new vice-president, the club will move to its club room shortly, the new location not having yet been announced. One of the features of the organization will be a big membership drive in which it is planned to enlist all of New Orleans aviation enthusiasts. It is planned to make the Club one of the best to be found in the country. The officers are Leon Gossman, president; Ross F. Failes, vice-president; Frank Bellair, secretary, and Ted Larson, treasurer.

George Davis, a member of the staff of The Times-Picayune, New Orleans' leading afternoon newspaper, has been granted a leave of absence to join the Gates Flying Circus as publicity manager.

It has been reported about New Orleans that the Gates Flying Circus will return to New Orleans shortly to winter here. The Gates organization is well known here, having performed and named passenger lists for several months straight.

Avalon, Catalina Is.

By Theodore Roy Loun

The Pacific Marine Airways operate two H.B.R.s, powered with Kyno-type Liberty engines and carry six passengers and pilot. Baggage is limited to twenty-five pounds per passenger. This is the fourth year of operation for the company, and they are made every day of the year, with the exception of a few days in the winter when the weather permits which do not last over fifteen days for the year. For the long wind cancellation in flights are of very little consequence, and though in previous trips across the channel, except as stated above, when the wind is strong enough to make high waves.

At present the planes are kept at the beach at night, at San Pedro, and tend to a mooring in the bay at Avalon. The Pacific Marine Airways have been granted permission by the postmaster of Douglas, Calif., to add to the fleet and creating a hangar of San Pedro for its planes. In former years, passengers were loaded from the planes via shift, saved by the treaty "Mech" stationed here at Avalon, but this spring a float and runway were constructed, allowing passengers to step out of the plane and walk a few feet to

shore, thereby saving the mechanics far麻烦 and less confusion.

A. C. Doran is still the berthinging pilot that he was at the start of the season, passengers still line up for their turn to fly with him as the Curtiss boat.



Photo by J. H. Smith
A view of the Dual Cupboard School of Aviation, studying wing construction under Postman Klause.

Chicago, Ill.

By Walter W. Meyer

In the war, this section is not appearing in "Airports and Airways" as would think all the fellows had peddled these entries and joined the war. There is no entry.

As a member of the 10th Army, I left a dozen fields around Chicago with 1000 kilos of every shape all men or less in circumference. Ashmore Field on the south side is as far south that Johnson Motor, never leaves the road of gas causing does but they have over thirty planes. Checkboard on the west main between Lee and Illinois depending on Tony Tucker's turning them out as fast as they crack up over there.

Marine Field on the north where the water has each little bushes, are impotently out of control due to Hurricane's idea that he could clear up a stream at dapping sand out of a sand and gravel pit near the field. He didn't succeed—the stone shovel is still working, but the shell will be again.

It has been reported about Chicago that the Gates Flying Circus will return to New Orleans shortly to winter here. The Gates organization is well known here, having performed and named passenger lists for several months straight.

There is the Air Mail Field, on the west that ought to bring into the news now and then, for, despite a couple of wonderful reader messages, the every of every civilian operator, even the most experienced, in this country is wholly disinterested a perfectly good surprise on it.

The greatest annual Chicago is ongoing all the headlines but with all the flying fields here there is always something happening that could be of interest to a lot of us poor fliers who can't support a car.

Angleton, Mo.

The Robertson Aircraft Corp. have had great success with their present policy of training students in a comparatively few days and had graduated safely fifty in the last three months. Due to this they have decided to extend their special offer indefinitely as they find it profitable business provided the number of students is kept up.



AIRCRAFT DEVELOPMENT CORPORATION

Pioneers in Metalized Airships

→ ← ←

DESIGNERS AND BUILDERS

of

AIRSHIPS for Military, Commercial and Private Use, Space Patrol and Other Services

MILITARY OBSERVATION BALLOONS, Rearing Unit Balloons and Other Lighter Than Air Equipment.

MODERN TOWERS for Airships. Designers and Builders of Ford Airport Moving Tower at Dearborn, Michigan

Contractors to United States Government

Office and Laboratories
General Motors Building, Detroit
Hemp and Flying Field
Ford Airport, Dearborn, Mich

K-5

The latest Eastman Aero Camera
For mapping or oblique work

Eastman Aero Camera, model K-5, is a hand-operated, dual purpose instrument of advanced design. Its capacity is ten exposures, 16 x 24 cm. ($7\frac{1}{2}$ " x $9\frac{1}{2}$ ") in size.

For mapping, the 12-inch Hawk Eye lens f/4.5 is recommended, for oblique work the 10-inch Hawk Eye f/4.5. The two lenses are easily interchangeable so that the K-5 can be quickly converted from one use to the other.

Shutter speeds are 1/60 to 1/300. Weight is 36 pounds.

Just the camera for commercial or military use.

Full information and price gladly sent on request

EASTMAN KODAK COMPANY
ROCHESTER, N.Y.

Another Piece of Good News

for prospective Alexander Engineers and dealers

The body designs have been revised to meet your needs. You can now get the best in aircraft design, the best in aircraft engineering, the best in aircraft production, and the best in aircraft sales.

Both body types are fully explained and are available for costing purposes. They are the best in the world and are the best in the cost per pound. They are the best in the cost per hour.

Be sure to see this day in the Ford Auditorium next week at the New York City meeting.

See you there.

HEAVY DUTY WINGS



THE BISSELL TAKING OFF WITH 22 PASSENGERS

CARRYING EFFICIENCY COMBINED WITH AMPLE ACCOMMODATION FOR PASSENGERS AND BULKY FREIGHT IS ONE OF THE PRACTICAL REQUIREMENTS UNEXCELLED IN THE BURNELLI TYPE OF DESIGN

 DEMINGTON AIRCRAFT CORP. BURNELLI

25 WEST 45 ST.

NEW YORK

Seven years devoted exclusively to the largest production of commercial aircraft in the U. S.

The New
SWALLOW
The Aristocrat of the Air

PRICE REDUCTION

Immediate Delivery

9-place OX5 Motor 4-place OXX6 Motor
\$2750. \$3150.

THE SWALLOW AIRPLANE MFG. CO.
WICHITA, KANS.

Please Write to Advertising, Please Mention AVIATION

THIRTY-DAY SALE

Airplanes Motors Parts Supplies

New and Used Ships—\$500 to \$2000
JNHP's, Cessna, Standard, Grinnell, Aero-Motors

On account of limited space we can only list sample prices as follows:

OCEANIC PARTS	HIGHWAY PARTS	LIBRARY PARTS
Cessna engine—\$1.25	Biplane—\$100.00	Cessna—\$12.50
Grinnell engine—\$1.25	Stearman—\$100.00	Stearman—\$12.50
Standard engine—\$1.25	Cessna—\$100.00	Cessna—\$12.50
Aero-Motor engine—\$1.25	Stearman—\$100.00	Stearman—\$12.50

We can supply any part for any of the above motors at corresponding low prices

SPECIAL

We will sell you an overhauled guaranteed complete Model A 150 HP Hispano for \$5000, f.o.b. Decatur.

Write for Our New Catalog

Decatur Aircraft Company
DECATUR, ILLINOIS

Now Ready

Who's Who in American Aeronautics

PUBLISHED BI-ANNUALLY

THE BLUE BOOK OF AMERICAN AIRMEN

Contains One Thousand Biographies of

Aviators, aeronauts, aeronautical engineers, aircraft manufacturers, flying officers of Army, Navy and Marine Corps, Air Mail personnel, aircraft accessories manufacturers, flying field owners, American aces, aeronautical instructors, inventors, National Guard air officers, aeronautical writers, sportsmen, men prominent in aeronautical affairs.

TWO HUNDRED ILLUSTRATIONS

PRICE — TWO DOLLARS

GARDNER PUBLISHING COMPANY
225 Fourth Ave., New York

Enclosed please find Two Dollars for copy of "Who's Who in American Aeronautics."

Name _____

Address _____

City _____

Wright 200 H.P. Aircooled Engines

OFFER THE FOLLOWING ADVANTAGES to Air Mail Bidders

Cut the first cost of planes

The first cost of mail planes including new Wright Whirlwind J4 200HP engines is about half the average of the prices recently bid to the P. O. Dept. for mail planes with Liberties. Since the P. O. Dept. makes no guarantees on quantities of air mail the bidder must assume the probable average quantities of mail. A 600 lbs. mail load with a Whirlwind is approximately 24,000 letters. If any of these branch lines average as much mail as this they should pay. If they average less why pay more for a large plane to run half empty?

Reduce quantity of planes and spare engines required

Spare planes and spare engines are one of the heaviest expenses of air mail transportation. The ease with which inspections, adjustments and minor repairs are made on Whirlwind engines reduces the quantity of spare engines and spare planes required. Every "stand by" plane and engine cuts into anticipated profits. Planes with Whirlwind engines are more profitable because they are ready to be in the air more of the time.

Insure regularity of service

The mail planes must be ready to leave on schedule time. The turn around time is short. It takes only an hour to change a cylinder or grind a valve in a Whirlwind. Servicing bearings and other parts is proportionately as fast. The mechanic can do almost any job required between runs and without taking engine from plane.

Cost less to operate

The low cost in time and labor for engine inspection and repairs, the excellent oil and fuel economy (sometimes less than 8 gal. per hr.), the small quantity and reasonable price of spare parts due to the unit construction all make the Whirlwind engines economical to operate.

DURABILITY

A stock Whirlwind engine flew over 100 hrs. at full throttle and full RPM without replacement or adjustment of a single part or loss of revs. This is the equivalent of 300 hrs. of normal part throttle flying. Many of the 16 Whirlwinds with the Huff Deland Dusters are over the 100 hr. mark carrying their 600 lbs. of dust with a hard zoom each time the cotton patch is crossed. No greater durability test could be given airplane engines than this daily grind with heavy loads, heat, rain, bad fields, dust, constant take-offs, and operating hundreds of miles from their repair bases. Durability can only be built into an engine or an automobile by constantly improving such parts as are found to give trouble. This is a

task of years. A stock production Whirlwind (then Lawrence) won the Marine Trophy at the Detroit Air Meet in 1922. Since then 4 new models have been made with hundreds of changes, most of them for durability.

Decrease liability of crashes

A corollary of engine durability is safety. Dependability next to low cost is the most important characteristic of any transportation equipment. The proved dependability of the Whirlwind engines is one of the best safeguards for safe flying. In the recent Hawaiian maneuvers one squadron of 18 Whirlwinds flew over 2,000 hours with only one forced landing and that due to a stoppage in the fuel tank line.

Give high performance

The saving in weight and resistance of the water radiation systems gives either better performance, higher ceilings, or MORE PAY LOAD.

Winter and Summer Flying

The air cooled Whirlwind engines are better for extreme hot weather flying. Many instances are on record when these air cooled in extremely hot weather were flying perfectly when water cooled could not fly because of boiling. In winter draining radiators, heating water, heated hangars are all obviated by the air cooled.

WARRANTY GUARANTEE

A rigid 90 day "new car warranty" goes with each of these commercial Whirlwind engines. This warranty when backed by a responsible company is a great measure of protection to commercial operators. This warranty has been and will be administered to give real protection.

Service to Customers

We assist our customers in servicing and learning their Whirlwind engines. If they have troubles we send our service men to learn the cause and correct it. This safeguards the purchaser and helps us continue the dependability development of these Whirlwinds. We keep three service men on the road instructing and assisting. When more are needed we will get them. Spare parts are readily obtainable.

With Whirlwind engines your problems are our problems. The Wright Co. can only grow as aviation grows. We will be as earnest a worker for the success of your line as you will be, for your success is our success. The advantage of using new engines, made by a strong company strengthened by an unbroken chain of 22 years' experience and which is working to make the Air Mail a National Success will be appreciated by all Air Mail Bidders.



AIR MAIL BIDDERS:—Write for Bulletin 8A which contains detailed specifications, power curves and full data for these Whirlwind J4 Engines. State the route for which you propose to bid, the probable number of planes you will use, etc.

WRIGHT AERONAUTICAL CORPORATION, PATERSON, N. J.